

# **Mayor's Bicycle Advisory Council**

Thursday, June 6, 2019



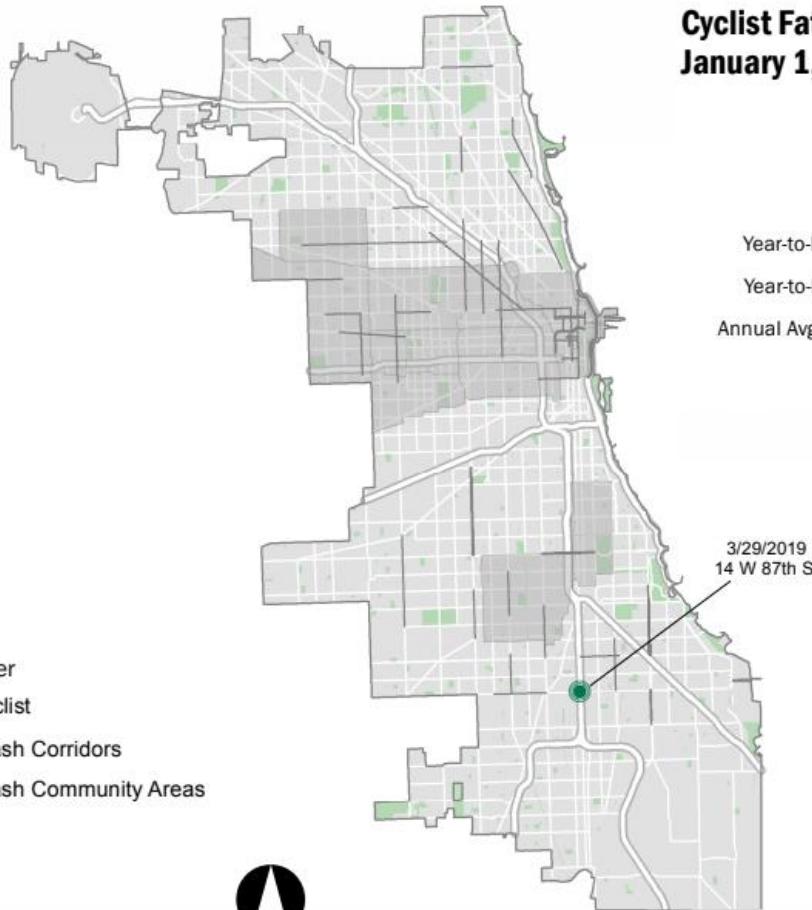
Year to Date Cyclist Fatalities, 2019 (CPD): 1

Year to Date Cyclist Fatalities, 2018 (CPD): 1

Year to Date Cyclist Fatalities, Annual Avg 2012-2016 (IDOT): 0.4

Bicyclist Fatalities by Month

Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	CPD	IDOT
	2012	2013	2014	2015	2016	2017	2018	2019	2012-2016 Average
January	0	0	0	1	0	1	0	0	0.2
February	0	0	0	0	0	0	1	0	0
March	0	0	0	0	0	0	0	1	0
April	0	0	0	1	0	0	0	0	0.2
May	0	1	2	0	0	0	0	0	0.6
June	1	0	0	0	1	1	1		0.4
July	2	1	1	0	1	1	1		1
August	1	0	2	0	2	0	2		1
September	1	0	1	2	1	0	0		1
October	2	0	0	2	0	0	0		0.8
November	0	0	0	0	0	2	0		0
December	1	1	0	1	0	1	0		0.6
TOTAL (Jan 1-May 31)	0	1	2	2	0	1	1	1	1
TOTAL	8	3	6	7	5	6	5	1	5.8



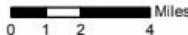
## Cyclist Fatalities in the City of Chicago

January 1, 2019 - May 31, 2019



	Pedestrians	Cyclists	Motorists
Year-to-Date 2019 (CPD)	12	1	21
Year-to-Date 2018 (CPD)	20	1	28
Annual Avg. 2012-2016 (IDOT)	16	1	28.8*

\* does not include crashes on interstates  
Data: IDOT 2012-2016; CPD 2017-2018  
Note: CPD statistics do not include traffic fatalities reported by State Police





# City Updates



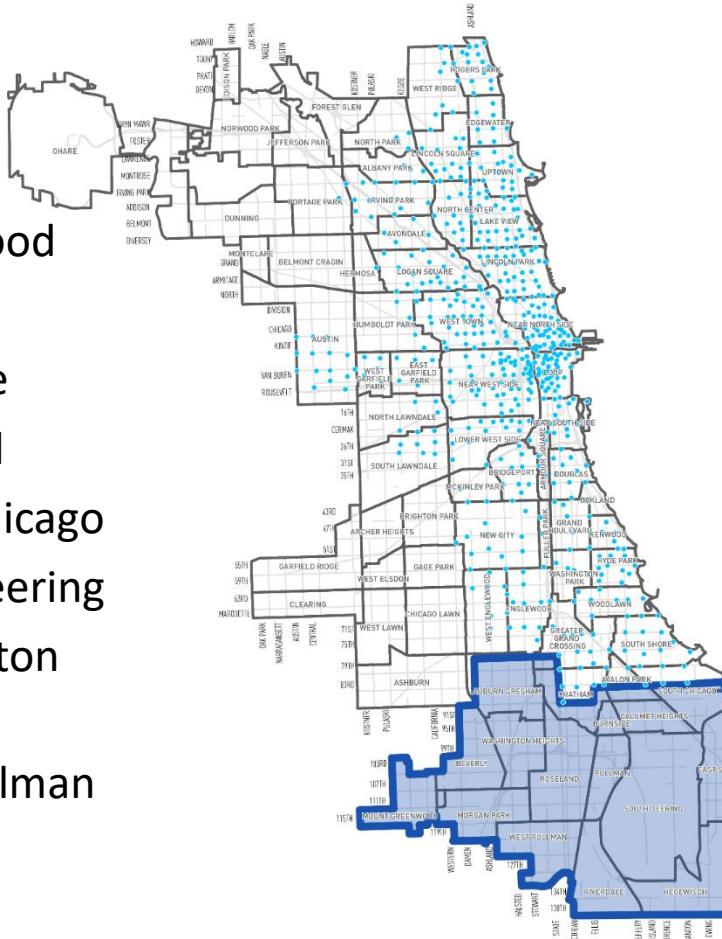
**CDOT**  
CHICAGO DEPARTMENT  
OF TRANSPORTATION

**DI**  **Y**

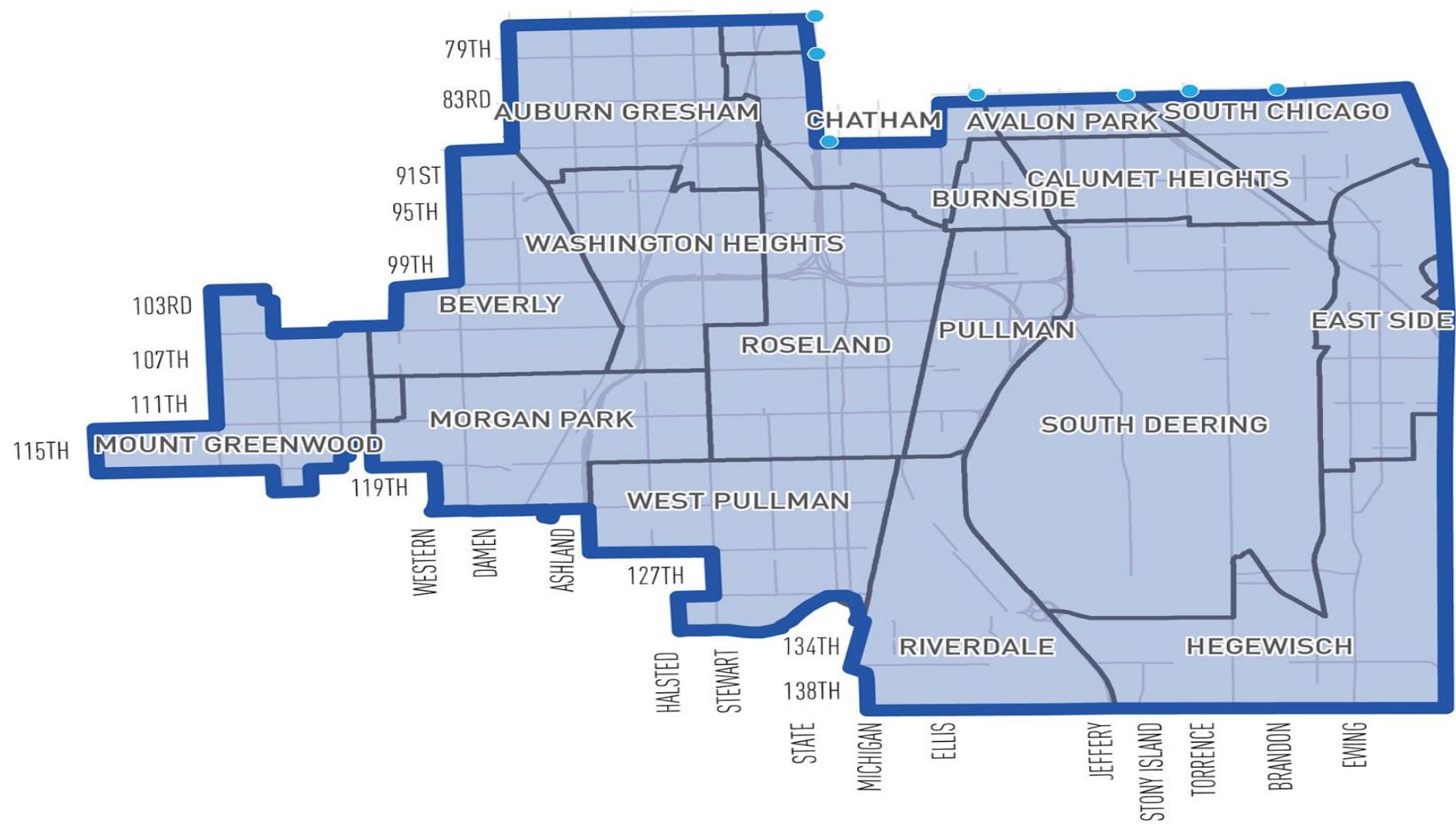
# DIVVY 2019 COMMUNITY ENGAGEMENT

## COMMUNITY AREAS

- Auburn
- Mount Greenwood
- Gresham
- Pullman
- Avalon Park
- Riverdale
- Beverly
- Roseland
- Burnside
- South Chicago
- Calumet heights
- South Deering
- Chatham
- Washington Heights
- East Side
- West Pullman
- Hegewisch
- West Side
- Morgan Park



# DIVVY 2019 COMMUNITY ENGAGEMENT



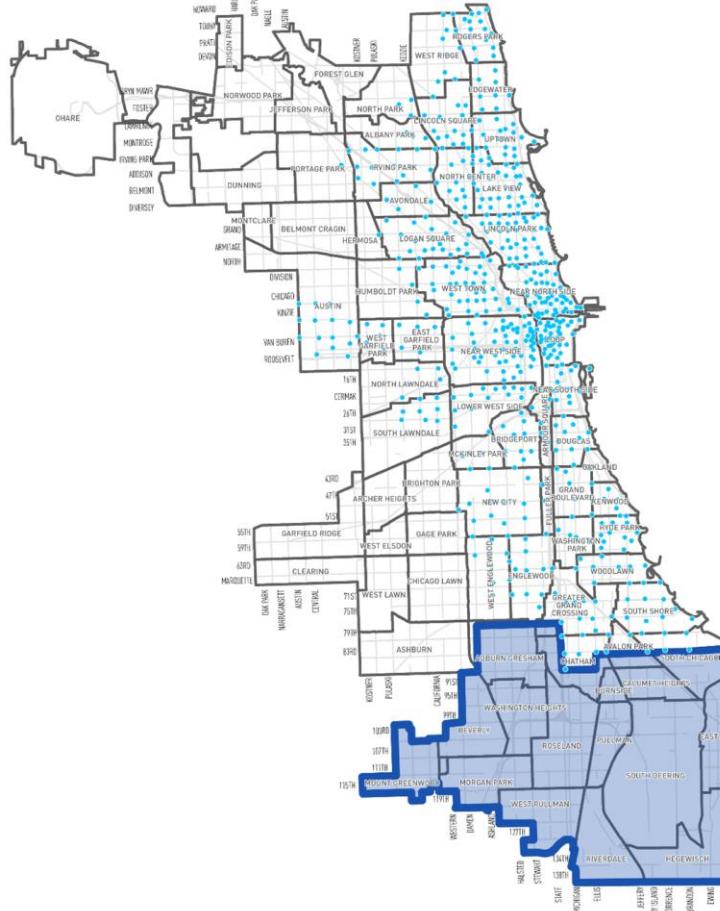
# DIVVY 2019 COMMUNITY ENGAGEMENT

## JUNE MBAC INPUT SESSION

- Date and Location TBD
  - Expect an invite soon!

### GOALS:

- Engage MBAC Community Representatives & Members
- Identify existing community needs and interests
- Gather ideas for:
  - Potential partners
  - Event ideas
  - Locations
  - Format



# Vision Zero West Side Engagement





# Vision Zero West Side Plan



	QUALITY OF LIFE PLAN (BLDG)	VISION ZERO ACTION PLAN	VISION ZERO HIGH CRASH CORRIDOR FRAMEWORK PLAN	NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
<b>AUSTIN</b>				
Implement & enforce safer speeds for all travel choices along Chicago Avenue.	•	•	•	•
Target safety improvements around public transit stops/stations.		•	•	
Advocate for traffic safety & air quality over truck traffic capacity on Cicero Avenue.	•			
Implement programs that encourage safe and active transportation to and from school.	•	•	•	
Strengthen community and police partnerships.	•	•		
<b>GARFIELD PARK</b>				
Prioritize investment in pedestrian safety on Madison Street	•	•	•	•
Implement programs that encourage safe active transportation to and from schools.		•	•	
Explore other opportunities for "Rapid Delivery Projects" in the neighborhood.	•	•		
<b>NORTH LAWNDALE</b>				
Prioritize efforts and investment that focus on safety for all modes along Ogden Avenue.	•	•	•	
Implement a Street Transformation Project at the "Five Corners" - Pulaski/Ogden/Cermak Avenues.	•	•	•	
Target safety improvements around public transit stations.	•	•	•	
Prioritize pedestrian safety investments along 16th Street.	•	•	•	
Advocate for bike share network expansion.	•	•		
Promote programming that advances both physical wellness and safety.	•	•		
Strengthen community and police partnerships.	•	•	•	

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# **MBAC COMMUNITY OVERVIEW**

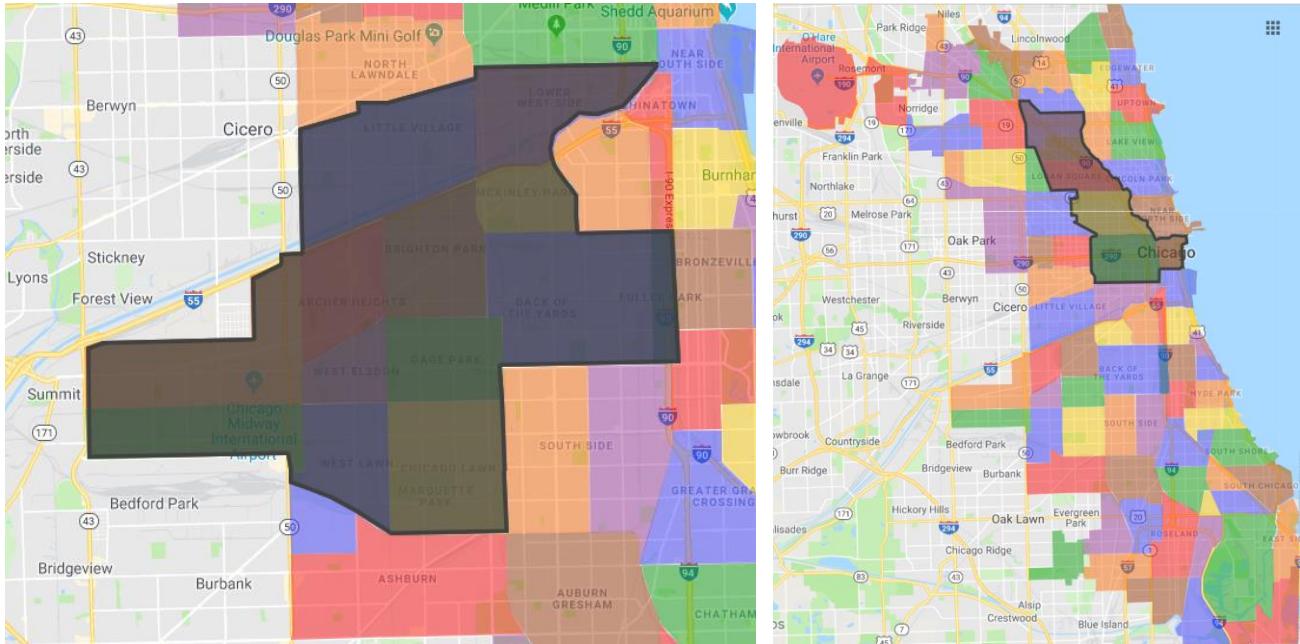
**Southwest Region**



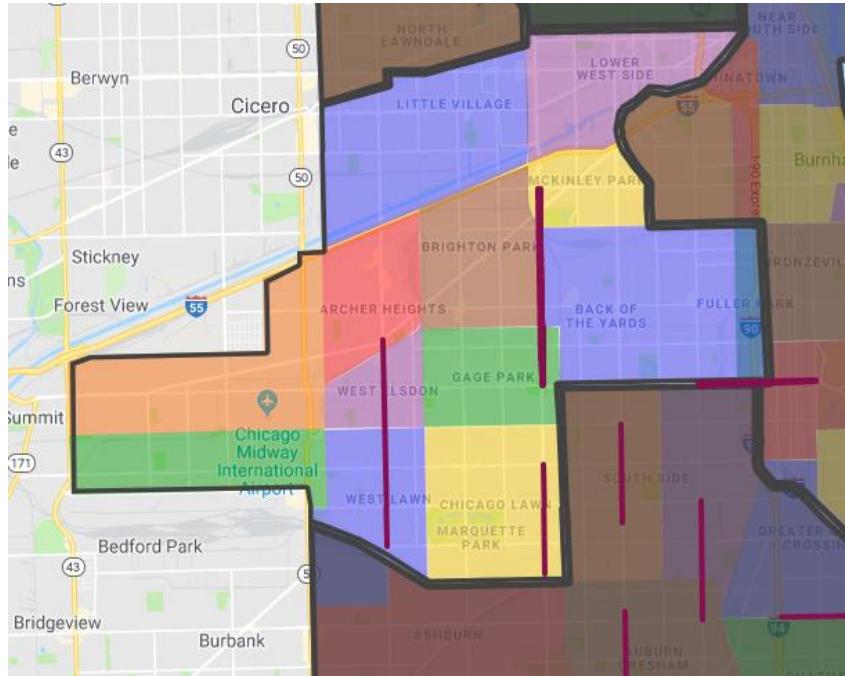
# MBAC Southwest Region

## List of Neighborhoods:

- Brighton Park
- Mckinley Park
- Archer Heights
- Marquette Park
- Gage Park
- West Lawn
- West Elsdon
- Clearing
- Garfield Ridge
- Back of the Yards
- Little Village
- Pilsen



# High Crash Corridors



## High Crash Corridors

- Western Avenue (35th to Garfield & from 63rd to 74th)
- Pulaski (Archer to 71st)

# Region Overview

- Total Population: 455,000 +
- Economic Context: According to the Chicago Health Atlas, most of the neighborhoods in this region experience high economic hardship
- Dense neighborhoods on the southwest side with Little Village being the densest
- Predominantly Latinx neighborhoods, though neighborhoods such as Garfield Ridge are predominately white.
- Most of the neighborhoods in this region used to be predominately white and white flight in the mid-20th century ushered in demographic change. Some of the newest Latinx neighborhoods are in the southwest side.
- Brighton Park, for example, did not start become majority Latinx until the 1990s.

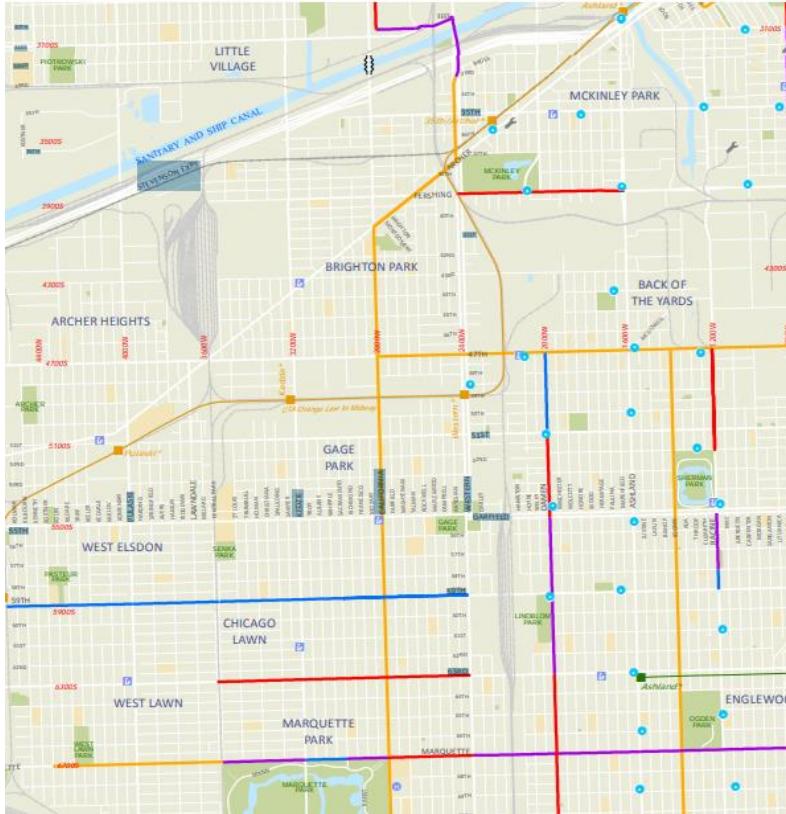
# Southwest Region Assets

- Green space
  - Harrison Park
  - La Villita Park
  - Marshall Boulevard
  - Mckinley Park
- Transit access
  - Pink and orange line access
  - Major bus routes: Pulaski, Western, Ashland, Archer, and Cermak
- Commercial districts
  - 26th Street (rivals Magnificent Mile)
  - Pulaski Road
- Bike shops
  - Working Bikes
  - Sanchez Bike Repair
  - Pilsen Bike Shop

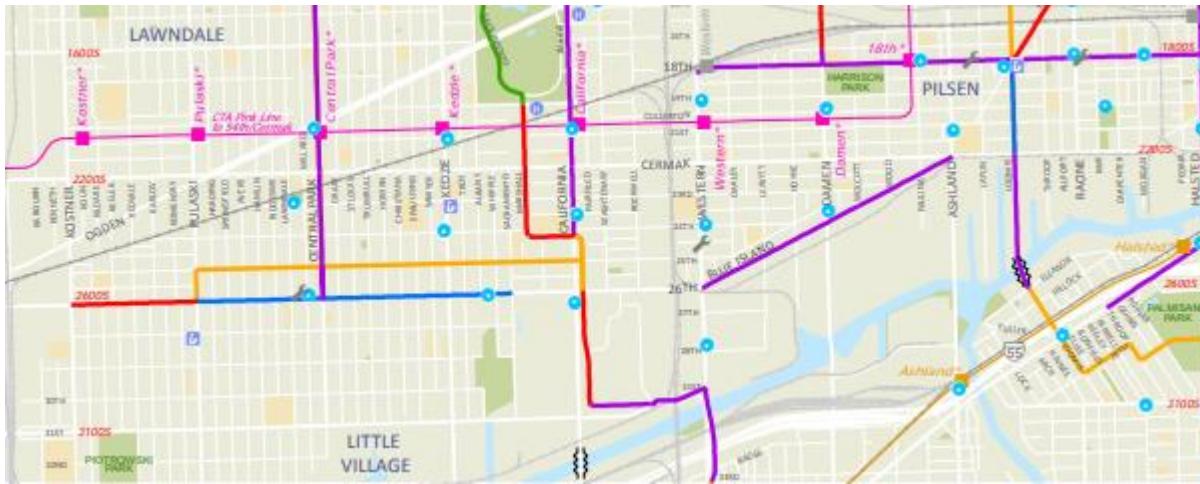


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# Southwest Region Bike Infrastructure



# Southwest Region Bike Infrastructure



# Bike Network Issues/ Challenges

- Truck traffic/industry
  - Community groups like LVEJO have brought up the issue of heavy truck traffic making it unsafe for residents.
- Industrial parts of the community making it unsafe to bike
- Street infrastructure riddled with potholes and stretches of the community have poor lighting at night
- Few low-stress routes for cyclists
- Lack of safe crossings of the Sanitary and Ship Canal

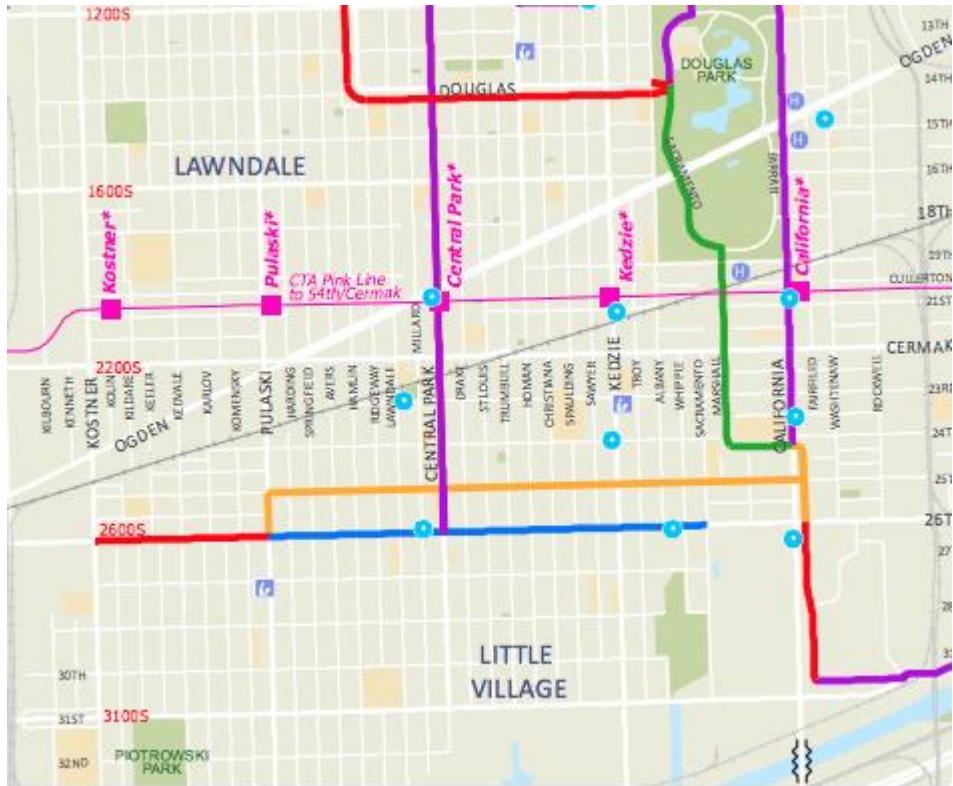


# MBAC Community Region Priorities

- Address how industry and truck traffic is connected to creating livable streets
- Discuss environmental pollution in the area and how it connects to bike connectivity and safety
- Develop recommendations for safe crossings along the the Sanitary and Ship Canal with consideration to environmental and transportation challenges in the southwest side



# Little Village Bike Infrastructure



- Barrier protected bike lanes
- Buffer protected bike lanes
- Neighborhood greenways
- Bike lanes
- Marked shared lanes
- Signed bike routes
- Off-street trails
- Open metal grate bridge (use caution)
- Divvy Bike Share Station  
(See [DivvyBikes.com/stations](http://DivvyBikes.com/stations) for current station locations.)
- Bike shop location  
(visit [www.chicagobikeshops.info](http://chicagobikeshops.info))
- Name\* ADA accessible  
CTA & Metra stations  
(\* denotes accessibility)



# Little Village Community Area Profile Spotlight

- 85% Latino, primarily Mexican
- 73,826 people
- Median household income: \$30,603
- Median age in neighborhood: 29
- 29% under age of 18
- 32% of the population with no health insurance coverage.



# Little Village Community Assets

- Green space
  - Marshall Boulevard
  - La Villita Park
  - Community gardens
  - Douglas Park
- Transit access
  - Pink Line
  - Bus routes: Cermak Road, 26th Street, Blue Island Avenue, Kedzie Avenue, Pulaski Road
- Commercial districts
  - 26th Street, which is the highest grossing shopping and revenue hub after the Mag Mile
- Schools
  - Little Village HS
  - Farragut
  - Telpochcalli
  - Saucedo
- Bike shops
  - Working Bikes
  - Sanchez Bike Repair



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# NEXT STEPS

Rolling forward!

- Meet with key community stakeholders to learn more about region's biking assets and challenges
- Map out community assets throughout the region
- Host a community meeting in one neighborhood in the region to start conversations.

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# **MBAC COMMUNITY OVERVIEW**

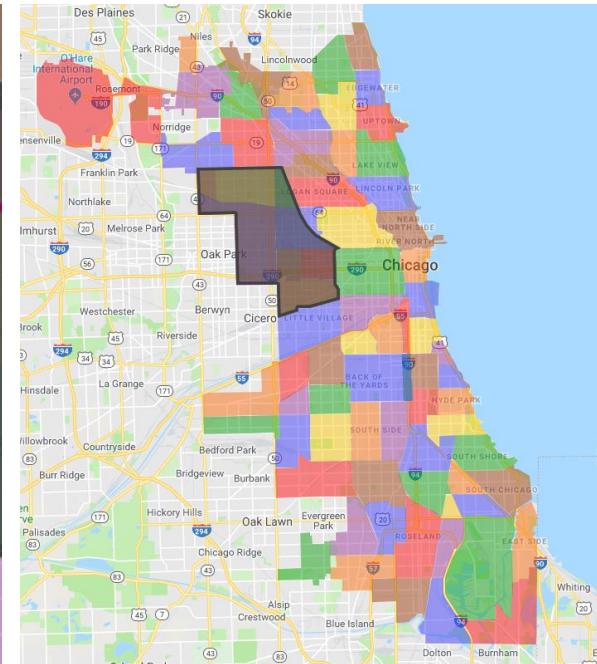
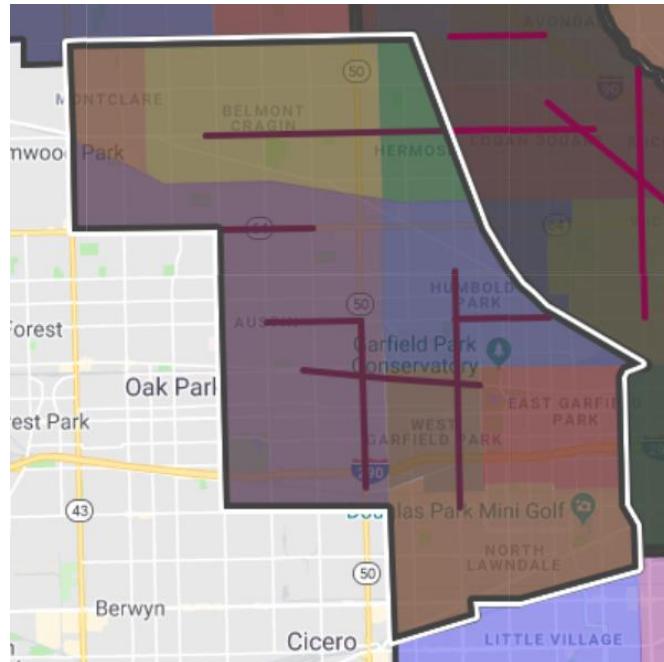
**West Region**



# MBAC NEAR WEST REGION

## List of Neighborhoods:

- Austin
- North Lawndale
- West Garfield Park
- East Garfield Park
- Humboldt Park
- Hermosa
- Belmont Cragin
- Montclare



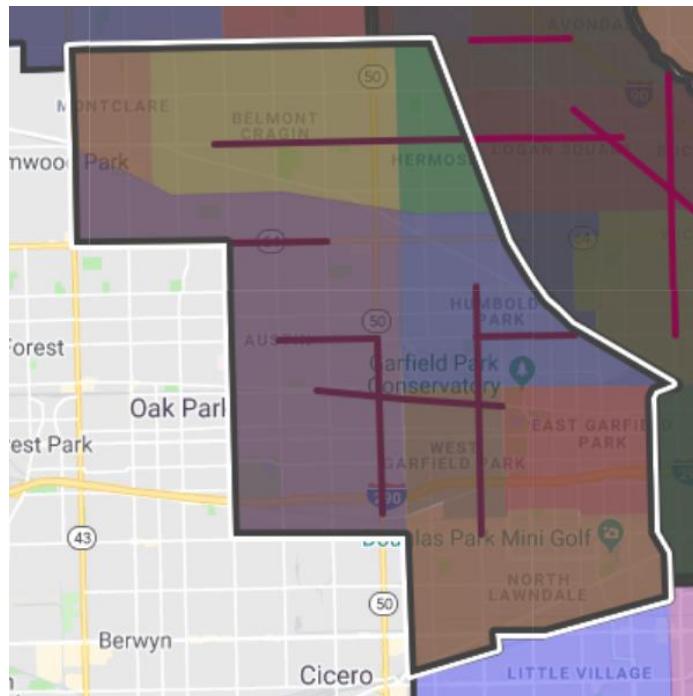
# COMMUNITY AREA PROFILE

- Total Population: 336,881
- Income Diversity: Household poverty ranges from 18% to 44% All experience high economic hardship except for Austin (medium); low to very low child opportunity
- Race / Ethnicity: Majority Black/Latino
- Age: On average 40% of pop. is under age 25

# HIGH CRASH AREA/ CORRIDORS

## High Crash Area(s)

- Austin
- Humboldt Park
- West Garfield Park
- East Garfield Park
- North Lawndale
- Belmont Cragin



## High Crash Corridors

- Fullerton (Meade to California)
- North Ave. (Austin to Laramie)
- Chicago Ave. (Central to Cicero)
- Lake St. (Lockwood to Hamlin)
- Cicero (Arthington to Chicago)
- Pulaski (Roosevelt to Cicero)
- Chicago (Pulaski to Kedzie)

# Region-Led Planning Efforts

Urban Space Neighborhood Assessment | LISC Chicago New Communities Network

QUALITY OF LIFE PLAN 2016

## HERMOSA AND LOGAN SQUARE WEST HERE TO STAY



North Lawndale Community Collaborating Council (NLCC) | LISC Chicago New Communities Network

QUALITY OF LIFE PLAN 2016

## NORTH LAWNDALE THE NEXT CHAPTER



BELMONT-CRAGIN Neighborhood Council | LISC Chicago New Communities Network

QUALITY OF LIFE PLAN 2016

## BELMONT CRAGIN UNITED, VIBRANT & DIVERSE



## AUSTIN FORWARD. TOGETHER.



# Region ASSETS

- Austin Coming Together
- North Lawndale Community Coordinating Council
- Garfield Park Community Council
- Northwest Side Housing Center
- Blocks Together
- Center for Changing Lives
- Logan Square Neighborhood Association
- Bickerdike

One  
Chicago  
for All

A CALL TO ACTION  
FROM CHICAGO  
NEIGHBORHOODS

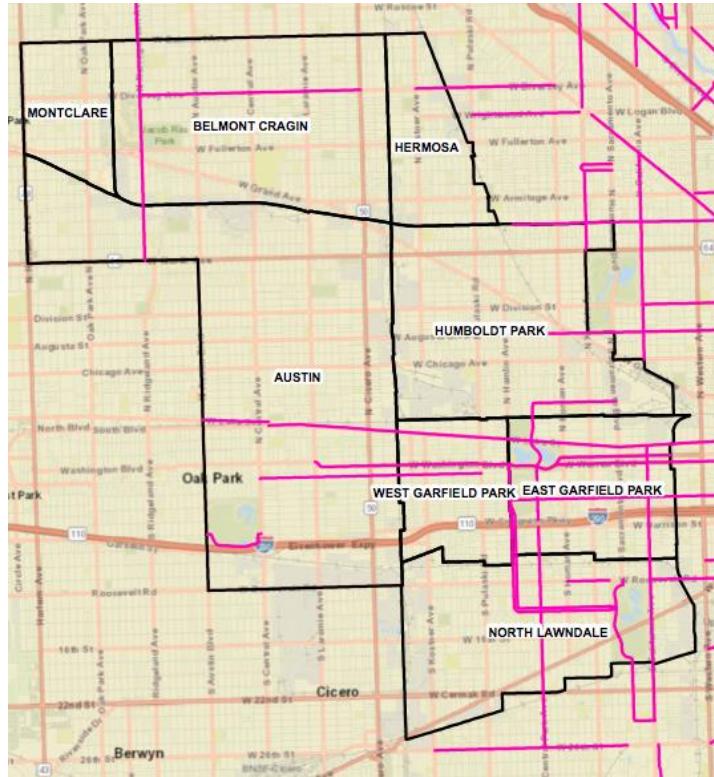
# Region ASSETS

- Green space
  - Columbus Park (Refectory)
  - Humboldt Park
  - Riis Park
  - Garfield Park (Conservatory)
  - Douglas Park
  - Tons of vacant lots
- Transportation
  - Several stops along Blue, Green, Pink lines
  - Bus routes connecting residents to the loop and beyond
  - 290
- Commercial Corridors
  - Fullerton, Belmont, North Ave, Division, Chicago, Madison, Ogden



# West Region Bike Infrastructure

- 19 bike routes
- 345 bike racks
- 145 divvy stations
  - None in Montclare or Belmont Cragin



# BIKE NETWORK ISSUES / CHALLENGES

- Lack of bike infrastructure does not give residents safe routes to bike
- Streets like Pulaski and Cicero are unwelcoming to pedestrians and bicyclists alike
- Region includes streets that connect residents from north to south sides of the region, as well as east/west streets that lead directly to the loop, however majority lack bike routes.
- Number of streets need to be repaved
- Safety
  - High crash communities/corridors
- Other pressing concerns
  - Living wages
  - Education
  - Housing
  - Safe neighborhoods



# MBAC COMMUNITY REGION PRIORITIES

- Engage West region stakeholders
  - Bicycling efforts
  - Is bicycling a priority? Why or why not?
- Become familiar with process of implementing bike routes
- Cultivate a collaborative effort to inspire a new narrative around bicycling
- Incorporate bicycling into annual community events
- Address safety concerns of streets like Cicero and Pulaski

# NEXT STEPS

Rolling forward!

- Find out how many residents within .5 and 1 mile radius have access to bike infrastructure.
- Identify ongoing and upcoming streetscape projects and inquire about bike infrastructure.
- Survey west region to identify partners, plans, or projects that may want to consider bike infrastructure.
- Partner with community stakeholders on potential development projects to advocate for bike infrastructure.

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# Industrial Corridor Modernization Little Village



- [dpd@cityofchicago.org](mailto:dpd@cityofchicago.org)
- [cityofchicago.org/dpd](http://cityofchicago.org/dpd)

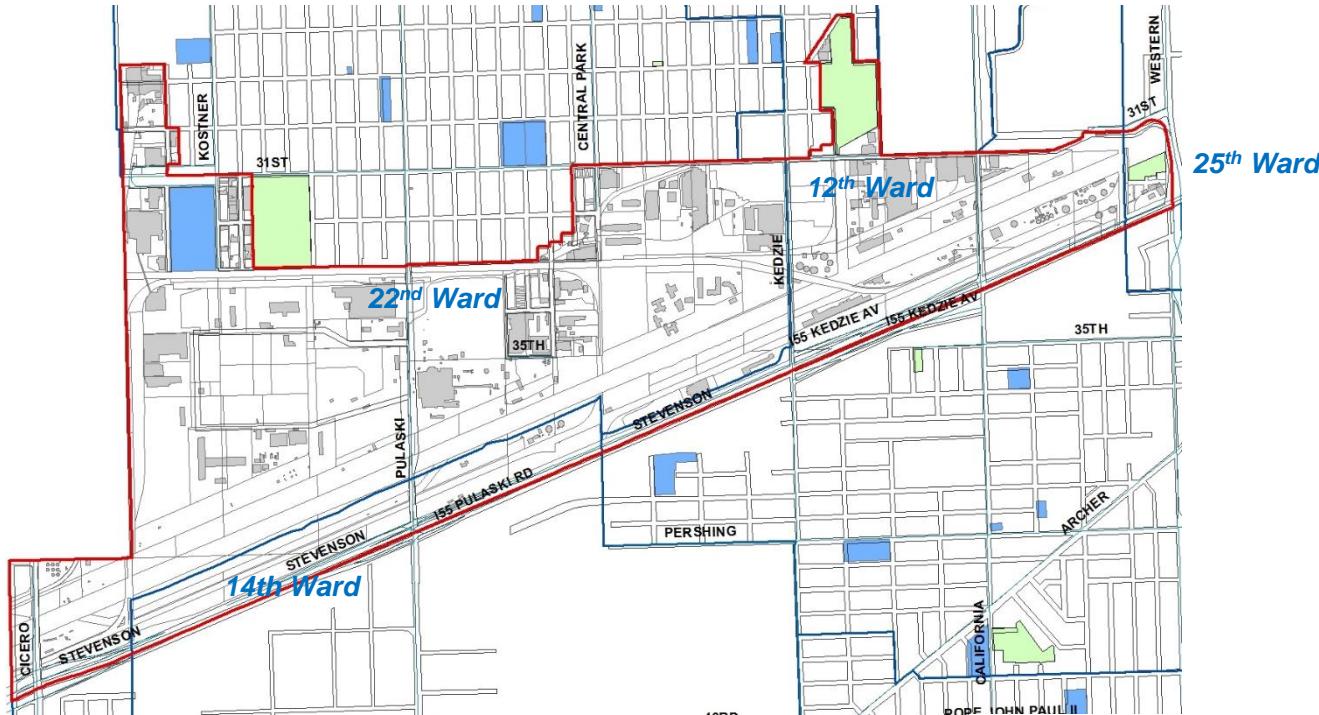
**Mayor's Bicycle Advisory Council  
June 6, 2019**

## **What We've Heard....**

- Interest in high quality jobs for the community, particularly in agriculture and food manufacturing.
- Traffic congestion and truck traffic, particularly along 31<sup>st</sup> Street is a public safety concern.
- Proposed changes to the Sustainable Development Policy need to be effective in addressing air quality.
- An understanding of how land use changes may affect housing affordability.
- A strong desire for more time in the project schedule to allow for additional community feedback.
- Simultaneous translation should provided at public meetings.

# Little Village Industrial Corridor

## Existing Boundary



### Legend

NAME
Industrial Corridor Boundary
Schools
Parks
Wards

## *Proposed Goals*

**1**

**Maintain the Little Village Industrial Corridor  
as an Employment Center**

**2**

**Provide Better Access for all Modes within  
and around the Little Village Industrial  
Corridor**

**3**

**Incorporate best practices for new  
development within the Little Village  
Industrial Corridor to improve economic,  
environmental and social conditions**

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# Transportation

**Provide better access for all modes within and around the Little Village Industrial Corridor**

- Strategy 2.1: Continue to assess existing traffic and roadway conditions within the City's industrial corridors on the Southwest Side
- Strategy 2.2: Assess the feasibility of establishing an East/West industrial access road
- Strategy 2.3: To enhance access, improve the Little Village Industrial Corridor to better serve all modes

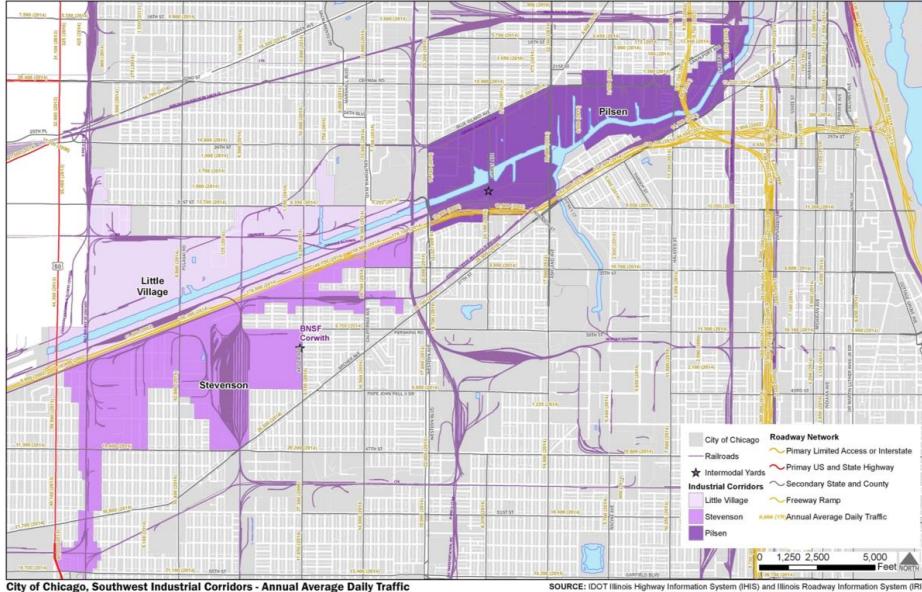
# Transportation

**Provide better access for all modes within and around the Little Village Industrial Corridor**

- Strategy 2.4: Assess viaduct clearance projects for North/South and East/West viaducts outside of the Industrial Corridor
- Strategy 2.5: Modernize traffic signals and timing to alleviate traffic congestion
- Strategy 2.6: Coordinate appropriate corridor improvements to facilitate transit access to the corridor
- Strategy 2.7: Evaluate existing bus stops along 31st Street and Kedzie Avenue in coordination with CTA

# Transportation

## *Implementation: Future Planning*



**Transportation Study for Industrial Corridors on Southwest Side will seek funding to:**

- Better understand traffic conditions for industrial corridors as a system
- Identify opportunities to make the corridors more accessible and safer for all users

# Transportation

## Design Guidelines

### PEDESTRIAN ACCESS

Provide clear pedestrian access from the public way and parking areas to all main building entrances. Active uses such as office space should face the public way to enhance the pedestrian scale of the building. Proposed developments at intersections should coordinate with CDOT to provide pedestrian safety improvements such as new ADA ramps and high visibility crosswalks.



### BICYCLE ACCESS

Bicycle parking should be provided at highly visible areas near building entrances. Per the Chicago Sustainable Development Policy, consider providing indoor bike parking and showers for employees. Coordinate with CDOT for potential placement or relocation of Divvy stations.



# Transportation

## Design Guidelines

### TRANSIT ACCESS

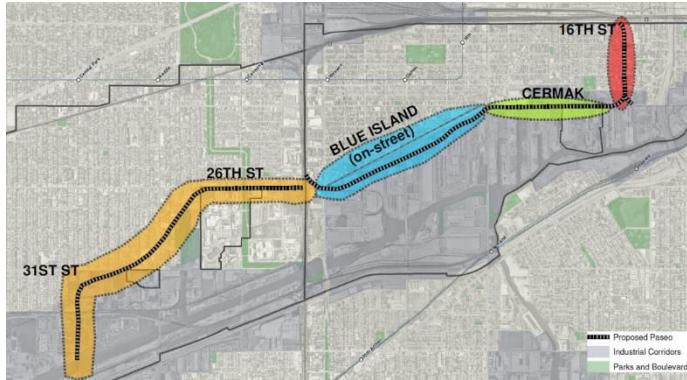
Coordinate with CTA for opportunities to improve bus stop access, spacing, and amenities



# El Paseo: Opportunities for Community and Culture

The four-mile linear path can provide space for:

- Walking and Biking
- Cross-generational gathering spaces
- Community gardens and healthy food
- Art, murals, cultural installations
- Access to adjacent employment centers



**Sangamon:** no rail user, abandonment process underway, environmental clean-up underway

**Cermak:** no rail user, abandonment process underway

**Blue Island:** on-street connection, one rail user

**Little Village:** no rail user, abandonment process underway



# El Paseo

## Phase I Engineering and Framework Plan

- **Phase I Engineering**
  - ✓ Preliminary engineering and regulatory approval
  - ✓ Survey
  - ✓ Cultural, ecological and geotechnical analysis
  - ✓ Access points and trail alignment
  - ✓ Environmental analysis
- **Framework Master Plan**
  - ✓ Develop a plan to guide design, create a vision and unifying themes, schematic design
  - ✓ Community engagement ~ 18 months
- **Timeline**
  - ✓ Finalizing contract – target for kick-off is summer 2019
  - Necessary to complete a Phase I in order to apply for federal funding



# Site Visits Update

# Site Visits Update

- North Side Bike Ride
  - Monday June 24<sup>th</sup>
  - Meeting time 6pm / Meeting location TBD
- Big Marsh
  - Monday July 15
- El Paseo
  - Last week of August

Please join us for the next  
**Mayor's Bicycle Advisory Council Meeting**

September 5, 2019

